

BAY AREA TOLL AUTHORITY

Regional Measure 1 Toll Bridge Projects

Project Monitoring Program

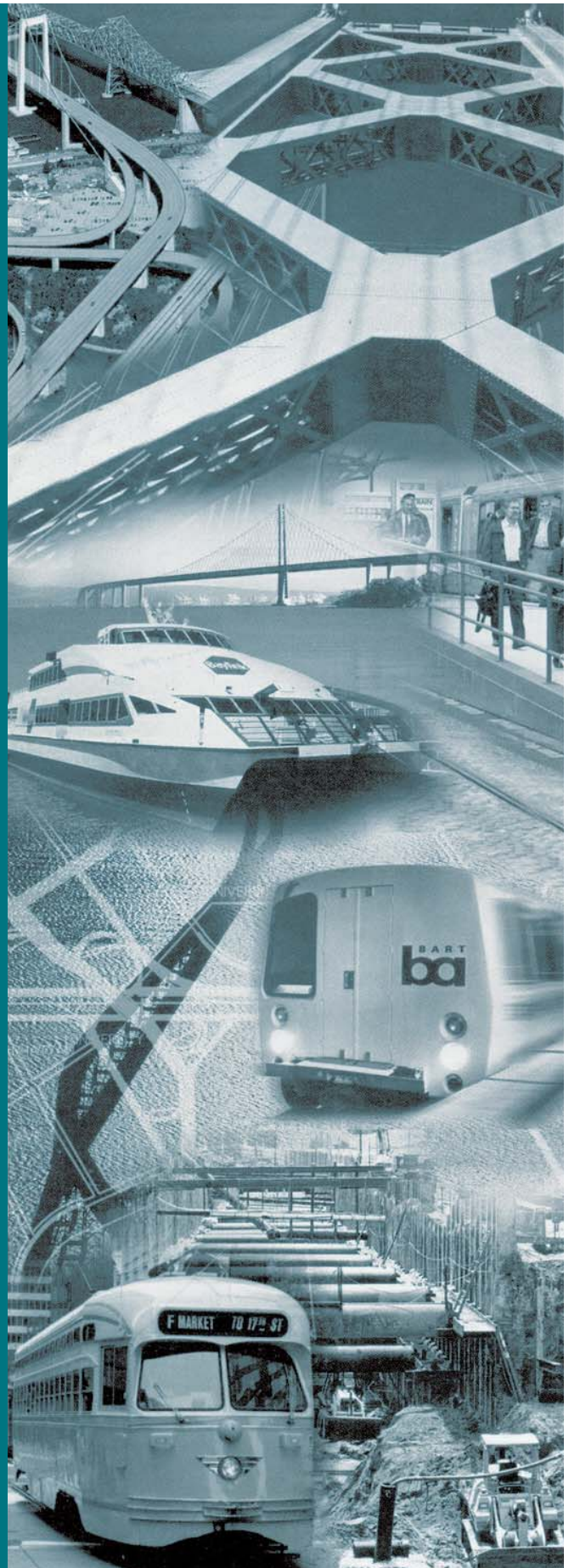
MARCH 2002 PROGRESS REPORT



Metropolitan Transportation
Commission

Bay Area Toll Authority

Released April 2002



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Manager of Finance

Brian Mayhew

*Manager of Bridge
and Highway Operations*

Rod McMillan

For additional information, please contact:

Peter Lee, Program Manager, RM-1

(510) 817-3206

plee@mtc.ca.gov

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Prepared for
**Metropolitan Transportation
Commission**

Bay Area Toll Authority

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, California 94607
Tel: 510-464-7700
TDD/TTY: 510-464-7769
Fax: 510-464-7848
E-mail: info@mtc.ca.gov
Web: www.mtc.ca.gov



Prepared by
Bechtel Infrastructure Corporation



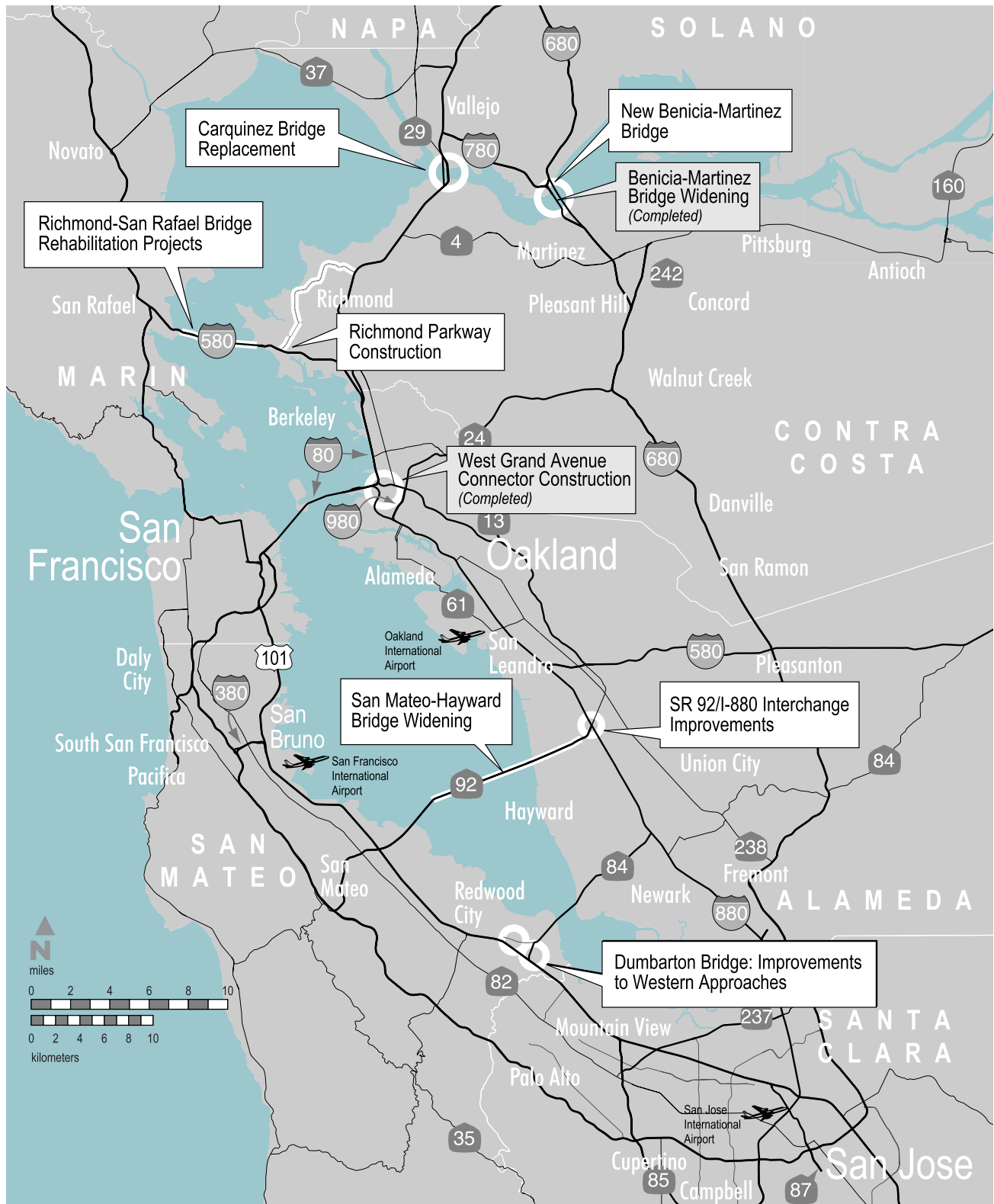
The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

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REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



BAY AREA TOLL AUTHORITY

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - Trestle and fender rehabilitation
 - Deck rehabilitation
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and eastern approach to six lanes
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed)
 - State Route 84 (Bayfront Expressway) widening.

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.




PROJECT MONITORING PROGRAM

This report focuses on monitoring project cost and schedule performance for the Regional Measure 1 Toll Bridge Improvement Projects, as measured against approved budget and schedule milestones. The report provides comprehensive project status information at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP	COST	SCHEDULE
New Benicia-Martinez Bridge		
Carquinez Bridge Replacement		
Richmond-San Rafael Bridge Rehabilitation		

- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY







EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS




- On the main span contract, construction of the temporary access trestles continues on both the Martinez and Benicia shorelines. The cofferdam sheetpiles for pier 6 are currently being installed. Test pile installation is in progress. Precast footings are being constructed on Mare Island.
- On the I-680/I-780 Interchange contract, the contractor has mobilized his construction office in Benicia and is preparing required submittals.
- New bids were opened for the toll plaza contract on February 13, 2002. The apparent low bid was \$8.5 million less than the engineer's estimate. The contract is currently awaiting headquarter's approval for award. The rebidding process delayed the construction completion of this contract, but will not delay opening of the bridge.
- The Marina Vista/I-680 Interchange contract is scheduled to be advertised on April 4, 2002. The bid opening is scheduled for June 6, 2002.

- On the replacement bridge and north approach contract, construction is proceeding with multiple operations at the north and south anchorages and towers. Concrete pours continue at both legs of the north and south towers. On the south anchorage, concrete pours on the footing have resumed after a work stoppage during demolition of a portion of the Crockett on/off ramps.
- On the south approach and interchange contract, the Crockett interchange is being demolished to make room for the new viaduct and interchange. Demolition is expected to continue through mid-April. False work is being erected for the eastbound Crockett off-ramp.
- On the maintenance facility contract, painting, tiling and finishing work is in progress for the vehicle and main buildings. Perimeter blockwall, and curb and gutter work continue. Excavation for the fuel island has started.

- Caltrans is reporting a scheduled completion of mid 2005 for the retrofit contract. The trestle replacement portion of the project is scheduled to be completed in September 2004.
- Steel encasement of the pier piles is in progress. Spot blasting, cleaning, and concrete coring is underway on the substructure. Stringer restrainers and structural steel work is underway on the superstructure. Construction work on the western trestle is in progress.
- The schedule for the deck rehabilitation contract is under review based on the later forecasted completion date of the retrofit contract.

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP	COST	SCHEDULE
San Mateo-Hayward Bridge Widening		
I-880/SR-92 Interchange Improvement		
Dumbarton Bridge West Approach Projects (Bayfront Expressway)		

- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- Construction on the bridge widening contract is ongoing with concurrent pile driving, bent cap installation, and bridge deck pours. 16,738 feet of the bridge deck (out of 24,837 feet total) has been placed to date.
- On the mini-toll plaza contract, the space frame for the new toll plaza canopy has been placed. The toll booths are under construction.
- On the pedestrian overcrossing contract, the contractor has mobilized in the field and is currently performing clearing and grubbing operations, placing temporary K-rail and crash cushions, and driving piles for both north and south abutments.

- Longer than anticipated review of the Supplement to the Draft Environmental Impact Statement/Report (SDEIS/R) by FHWA is delaying issuance of the report. Based on receipt of final FHWA comments, Caltrans plans to issue the SDEIS/R in mid-April 2002.
- Caltrans continues to perform preliminary engineering in an effort to minimize delays to the project schedule and is approximately 40% complete with plans. However, Caltrans is reporting a significant delay to the completion date of the project due to the delayed environmental review and anticipated lengthy right-of-way acquisition process.
- Based on a preliminary revised cost estimate and schedule assessment for the project, Caltrans is reporting that the project cost may exceed the current contract budget and the open-to-traffic date will be later than the current schedule. As a result, "yellow" cost and schedule status codes are indicated in the PMP report. Caltrans is planning to submit a schedule revision.

- The project was advertised on January 14, 2002. The bid opening was postponed for minor plan and specification changes. Caltrans has revised the bid opening to April 3, 2002.

COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget (Dec 2001)	Current Forecast (Mar 2002)	Expended To Date (7/98 - 01/02)
<i>Northern Bridge Group</i>				
New Benicia-Martinez Bridge	586.0	652.8	652.8	68.4
Carquinez Bridge Replacement	433.2	479.8	479.8	240.6
Richmond-San Rafael Bridge Rehabilitation				
► West Trestle and Fender Rehabilitation	45.4	35.4	35.4	0.7
► Deck Rehabilitation	53.4	53.4	53.4	0.0
Richmond Parkway (Non-Caltrans) ¹	5.9	5.9	5.9	2.4
SUBTOTAL – NBG	1,123.9	1,227.2	1,227.2	312.2
<i>Southern Bridge Group</i>				
San Mateo-Hayward Bridge Widening				
► Widening	203.6	217.5	217.5	136.9
► West Approach Replacement Planting	0.3	0.3	0.3	0.0
I-880/SR-92 Interchange Improvement	124.2	134.2	134.2	6.5
Dumbarton Bridge West Approach Projects				
► US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>)	3.8	3.8	3.8	3.7
► Bayfront Expressway (SR-84) Widening	33.8	33.8	33.8	3.9
SUBTOTAL – SBG	365.6	389.5	389.5	150.1
GRAND TOTAL	1,489.5	1,616.8	1,616.8	462.3

¹ For the Richmond Parkway, values shown represent the portion funded by BATA.

BAY AREA TOLL AUTHORITY

SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current (Dec 2001)	New Facility Open to Traffic Forecast (Mar 2002)
<i>Northern Bridge Group</i>			
New Benicia-Martinez Bridge	Jan 04	Dec 04	Dec 04
Carquinez Bridge Replacement	Jan 03	Oct 03	Oct 03
Richmond-San Rafael Bridge Rehabilitation			
▶ West Trestle and Fender Rehabilitation ¹	Dec 04	Sep 04	Sep 04
▶ Deck Rehabilitation ¹	Sep 06	Sep 06	Jul 07
Richmond Parkway (<i>Non-Caltrans</i>) ²	Feb 01	May 01	May 01
<i>Southern Bridge Group</i>			
San Mateo-Hayward Bridge Widening			
▶ Widening	Dec 02	Dec 02	Dec 02
▶ West Approach Replacement Planting ¹	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06
Dumbarton Bridge West Approach Projects			
▶ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>) ¹	Apr 00	Apr 00	Apr 00
▶ Bayfront Expressway (SR-84) Widening ¹	Mar 03	Apr 04	Apr 04

¹ For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

² The Canal Boulevard realignment was opened to traffic on May 25, 2001.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- A new bicycle/pedestrian lane on the existing bridge
- A new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges



South Trestle and Pier 6 Cofferdam

Project Photos



Installing Test Pile Rebar Cage



Footing Construction on Mare Island

Current Activities:

- On the main span contract, pile and timber construction of the north and south temporary access trestles continues. On the south side, sheetpiles are being installed for the Pier 6 cofferdam and soldier beams have been installed for an embankment retaining structure at Pier 5. On the north side, test pile installation continues with rebar cage installation and concrete placement. Precast footings are being constructed on Mare Island. A concrete washout area is being constructed in the batch plant area. The rail crossing and paving at the Mococco Road crossing are complete.
- The I-680/I-780 contract was approved on January 8, 2002 and the first working day was January 23, 2002. The contractor is currently establishing his construction office in Benicia and is completing both SWPPP and baseline schedule submittals. Physical construction work will proceed once SWPPP is approved.
- New bids were opened on the toll plaza contract on February 13, 2002. The apparent low bid was \$8.5 million less than the engineer's estimate. The bids are under headquarter's review.

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NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Dec 2001)	Current Forecast (Mar 2002)	Variance	Expended to Date (7/98 - 01/02)	Notes
Capital Outlay Construction						
South Approach	6.0	7.0	7.0	0.0	6.3	
New Bridge	247.3	306.7	306.7	0.0	7.9	
Toll Plaza and Administration Building	22.8	29.7	21.2	-8.5	0.0	
I-680/Marina Vista Interchange	43.2	51.3	51.3	0.0	0.0	
I-680/I-780 Interchange	80.8	54.7	54.7	0.0	0.0	
Other Budgeted Capital	28.1	30.0	30.0	0.0	1.7	
Capital Outlay Support	78.2	99.1	99.1	0.0	42.0	
Capital ROW	21.1	14.4	14.4	0.0	10.5	
Non-BATA Funding	0.0	31.0	31.0	0.0		
Project (BATA) Contingency	58.4	28.8	37.3	8.5		
Project Total (a)	586.0	652.8	652.8	0.0	68.4	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Dec 2001)	Forecast (Mar 2002)	Variance	Notes
Construction Contract Completion					
New Bridge	Jan 04	Sep 04	Sep 04	0	
Toll Plaza and Administration Building	Feb 03	Apr 04	Aug 04	+4	A
I-680/Marina Vista Interchange	Dec 03	Nov 04	Dec 04	+1	
I-680/I-780 Interchange	Dec 03	Dec 04	Dec 04	0	
South Approach	Mar 01	Oct 01	Oct 01	0	
Modify Existing Bridge	Jul 05	Jul 05	Jul 06	+12	B
Project					
New Facility Open to Traffic	Jan 04	Dec 04	Dec 04	0	

NOTES

ACTION

A. Construction completion of the toll plaza is delayed due to the re-bidding process.

The project open-to-traffic date is not impacted by the toll plaza delay.

B. Caltrans is updating the project schedule based on the previously reported delay of the main span contract.

None.

CARQUINEZ BRIDGE REPLACEMENT

The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans' seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The project will incorporate the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- A new bicycle/pedestrian lane on the new bridge



Demolition of Crockett Interchange

Project Photos



Maintenance Facility - Vehicle Building



North Tower

Current Activities:

- On the main span and north approach contract, concrete encasement is in progress at the north and south anchor frames. Concrete is being placed at the west and east pedestal legs of the north and south towers. Concrete operations for the north and south towers are scheduled to complete within two months. On the south anchorage, the contractor has resumed forming and pouring the concrete footing, after a stop-work order during the demolition of a portion of the Crockett on/off ramps.
- On the south approach and interchange contract, the Crockett interchange westbound on-ramp and off-ramp to I-80 are being demolished. Excavation on the south footing for the viaduct is complete and pile driving is in progress. Construction of the Pomona St. retaining wall will start after the winter shutdown. Excavation work has begun in the freeway median between Cummings Skyway and the bridge. Falsework is being erected for the eastbound Crockett off-ramp.
- On the maintenance facility contract, painting, tiling, and finishing work is continuing on the main building and vehicle building. Window wall and glazing is forecast to complete in early April. Excavation work started on the Fuel Island in mid-March. Blockwall, and curb and gutter work continue on 2nd and Industrial.

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CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Dec 2001)	Current Forecast (Mar 2002)	Variance	Expended to Date (7/98 - 01/02)	Notes
Capital Outlay Construction						
Replacement Bridge and North Approach	213.7	243.1	243.1	0.0	146.0	
South Approach and Interchange	116.0	73.9	73.9	0.0	20.3	
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	5.5	
1927 Bridge Demolition	16.0	16.0	16.0	0.0	0.0	
Other Budgeted Capital	10.6	13.6	13.6	0.0	5.7	
Capital Outlay Support	43.7	96.8	96.8	0.0	54.1	
Capital ROW	9.6	11.1	11.1	0.0	8.9	
Project (BATA) Contingency	16.5	17.1	17.1	0.0		
Project Total (a)	433.2	479.8	479.8	0.0	240.6	

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Dec 2001)	Forecast (Mar 2002)	Variance	Notes
Construction Contract Completion					
Replacement Bridge & North Approach	Dec 03	May 04	May 04	0	
South Approach and Interchange	Oct 04	Jul 03	Jul 03	0	
Maintenance Facility	Mar 02	Jun 02	Jun 02	0	
1927 Bridge Demolition	Mar 06	Mar 06	Mar 06	0	
Project					
New Facility Open to Traffic	Jan 03	Oct 03	Oct 03	0	

NOTES

ACTION

None for this report.

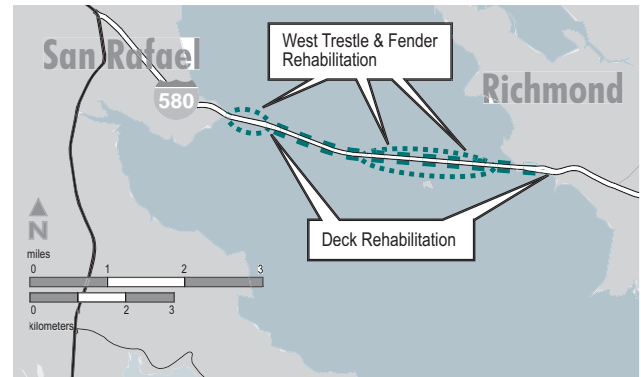
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to rehabilitate the western trestle (low-rise) section of the bridge near San Rafael and the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project.
- The second project is to rehabilitate the existing concrete deck on the bridge. The cast-in-place concrete riding surface (deck) has been worn down

over time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



Project Photos



Pier Retrofit Work



Pier Retrofit Work

Current Activities:

- Work is progressing with dredging, installation of micro-piles, and steel retrofit encasement of the pier piles. On the substructure, spot blasting, cleaning, and concrete coring for the steel bents continues. On the superstructure, exterior stringer restrainers and structural steel work continues. Construction demolition work on the western trestle is in progress.

BAY AREA TOLL AUTHORITY

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Dec 2001)	Current Forecast (Mar 2002)	Variance	Expended to Date (7/98 - 01/02)	Notes
West Trestle and Fender Rehabilitation						
Capital Outlay Construction	33.9	0.0	0.0	0.0	0.0	
Capital Outlay Support	5.4	0.7	0.7	0.0	0.7	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	34.6	34.6	0.0		
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
Subtotal	45.4	35.4	35.4	0.0	0.7	
Deck Rehabilitation						
Capital Outlay Construction	33.0	33.0	33.0	0.0	0.0	
Capital Outlay Support	9.0	5.0	5.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	4.0	4.0	0.0		
Project (BATA) Contingency	11.4	11.4	11.4	0.0		
Subtotal	53.4	53.4	53.4	0.0	0.0	
Project Total (a)	98.9	88.8	88.8	0.0	0.7	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Dec 2001)	Forecast (Mar 2002)	Variance	Notes
Construction Contract Completion					
West Trestle and Fender Rehabilitation	Dec 04	Sep 04	Sep 04	0	
Deck Rehabilitation	Sep 06	Sep 06	Jul 07	+10	A
Project					
New Facility Open to Traffic					B

NOTES	ACTION
A. Caltrans is reporting a forecast completion in mid-2005 for the retrofit project with the deck rehabilitation to follow.	Caltrans is reviewing the forecast completion date of the deck rehabilitation contract.
B. The existing facility remains open to traffic during all phases of construction.	None.

SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project will complete the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

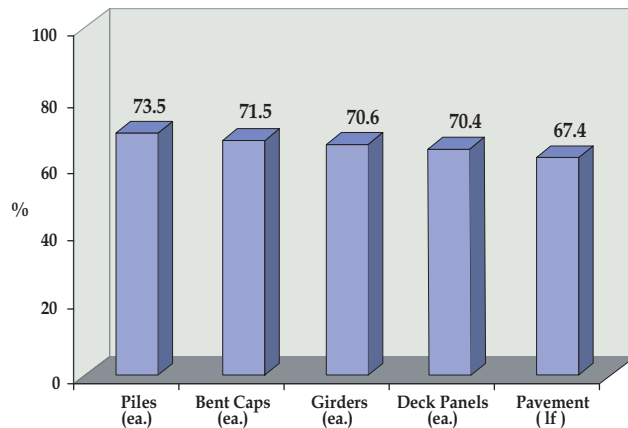
- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92
- Expansion of the existing toll plaza

- Improvements to the Hayward Shoreline Interpretive Center
- Also, as an associated project, improvements will be made to the Bay Trail between the San Mateo-Hayward and Dumbarton Bridges in the East Bay.



Toll Plaza Space Frame

Project Construction Progress and Photos



Construction Progress – Percent Complete



Pedestrian Overcrossing Pile Driving

Current Activities:

- The bridge widening contract is ongoing with concurrent pile driving, bent cap installation, bridge deck pours and cast-in-place concrete barrier rail installation. 16,738 feet of paved bridge deck (of 24,837 feet total) is in place.
- On the mini toll plaza contract, the floating slab has been completed at the plaza deck. The space frame for the new toll plaza canopy has been installed. Concrete operations are underway at the toll booths.
- The pedestrian overcrossing contract was awarded on December 7, 2001. The contractor's baseline schedule is currently under review. The contractor has mobilized on the jobsite and has installed temporary guardrail/crash cushions and commenced driving piles.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Dec 2001)	Current Forecast (Mar 2002)	Variance	Expended to Date (7/98 - 01/02)	Notes
Widening						
Capital Outlay Construction						
Widen Trestle	124.8	128.9	128.9	0.0	87.7	
Widen Roadway	29.2	26.0	26.0	0.0	25.0	
Construct Mini Toll Plaza	4.4	6.3	6.3	0.0	1.3	
Other Budgeted Capital	8.9	8.9	8.9	0.0	0.0	
Capital Outlay Support	15.5	31.6	31.6	0.0	21.5	
Capital ROW	1.5	1.9	1.9	0.0	0.5	
Project (BATA) Contingency	19.3	13.9	13.9	0.0		
Subtotal	203.6	217.5	217.5	0.0	136.0	
West Approach Planting						
Capital Outlay Construction	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
Subtotal	0.3	0.3	0.3	0.0	0.0	
Project Total (a)	203.9	217.8	217.8	0.0	136.0	
(a) Totals may be rounded						

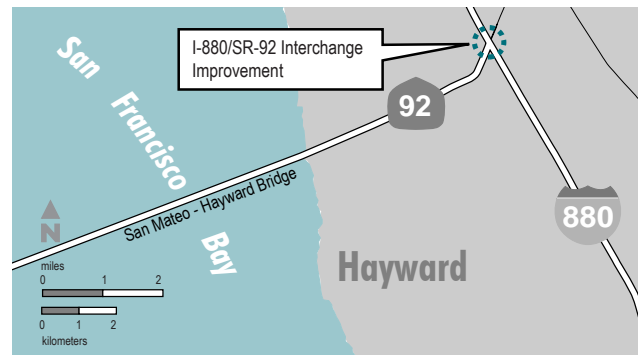
SCHEDULE STATUS	Baseline (June 2000)	Current (Dec 2001)	Forecast (Mar 2002)	Variance	Notes
Construction Contract Completion					
Widening					
Widen Trestle	Dec 02	May 03	May 03	0	
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	
Widen Eastern Approach	Nov 02	Sep 01	Sep 01	0	
West Approach Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Project					
New Facility Open to Traffic	Dec 02	Dec 02	Dec 02	0	

NOTES

ACTION

I-880/SR-92 INTERCHANGE IMPROVEMENT

As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. While still in the environmental clearance phase, the project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the environmental process.



Project Photos



Existing interchange; looking west



Alternative H interchange; looking west

Current Activities:

- Longer than anticipated FHWA review of the Supplement to the Draft Environmental Impact Statement Report (SDEIS/R) is delaying issuance of the report. Caltrans will release the SDEIS/R in mid-April 2002, based on final review and approval by the FHWA.
- Caltrans is currently reviewing the entire project schedule. Due to environmental delays and extensive right-of-way activities, the project completion date will be later than currently forecast, even with preliminary engineering continuing.

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Dec 2001)	Current Forecast (Mar 2002)	Variance	Expended to Date (7/98 - 01/02)	Notes
I-880/SR-92 Interchange Improvement						
Capital Outlay Construction	70.3	70.3	70.3	0.0	0.0	A
Capital Outlay Support	20.8	20.8	20.8	0.0	6.5	A
Capital ROW	8.0	8.0	8.0	0.0	0.0	A
Non-BATA Funding	0.0	10.0	10.0	0.0	0.0	
Project (BATA) Contingency	25.1	25.1	25.1	0.0	0.0	
Project Total (a)	124.2	134.2	134.2	0.0	6.5	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Dec 2001)	Forecast (Mar 2002)	Variance	Notes
<u>Construction Contract Completion</u>					
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06	0	B
<u>Project</u>					
New Facility Open to Traffic	Dec 06	Dec 06	Dec 06	0	B

NOTES	ACTION
A. A preliminary revised Caltrans estimate for the project is higher than the current budget.	None at this time.
B. Caltrans is currently evaluating and updating the project schedule.	None.

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modifies the U.S. Route 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.



Project Photos



Existing SR-84 (Bayfront) at Chrysler



Existing SR-84 (Bayfront) looking west

Current Activities:

- The work will be performed under two contracts: one for widening the road; one for mitigation required by the U.S. Army Corps of Engineers (USACE).
- The Bayfront Expressway widening contract was advertised on January 14, 2002. The bid opening is scheduled for April 4, 2002. The bid opening was delayed due to revisions to the asphalt concrete spec and the addition of A+B bidding to help accelerate the work.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Dec 2001)	Current Forecast (Mar 2002)	Variance	Expended to Date (7/98 – 01/02)	Notes
US101/University Avenue Interchange Reconstruction (Non-Caltrans)						
Capital Outlay Construction	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.0	0.0	0.0	0.0		
Subtotal	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Capital Outlay Construction	24.8	26.7	26.7	0.0	0.0	
Capital Outlay Support	4.4	4.7	4.7	0.0	3.9	
Capital ROW	1.3	0.1	0.1	0.0	0.0	
Project (BATA) Contingency	3.3	2.4	2.4	0.0		
Subtotal	33.8	33.8	33.8	0.0	3.9	
Project Total (a)	37.6	37.6	37.6	0.0	7.6	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Dec 2001)	Forecast (Mar 2002)	Variance	Notes
Construction Contract Completion					
US 101/University Avenue Interchange Reconstruction (Non-Caltrans)	Apr 00	Apr 00	Apr 00	0	
Bayfront Expressway (SR84) Widening	Mar 03	Apr 04	Apr 04	0	A
Project					
New Facility Open to Traffic	Mar 03	Apr 04	Apr 04	0	

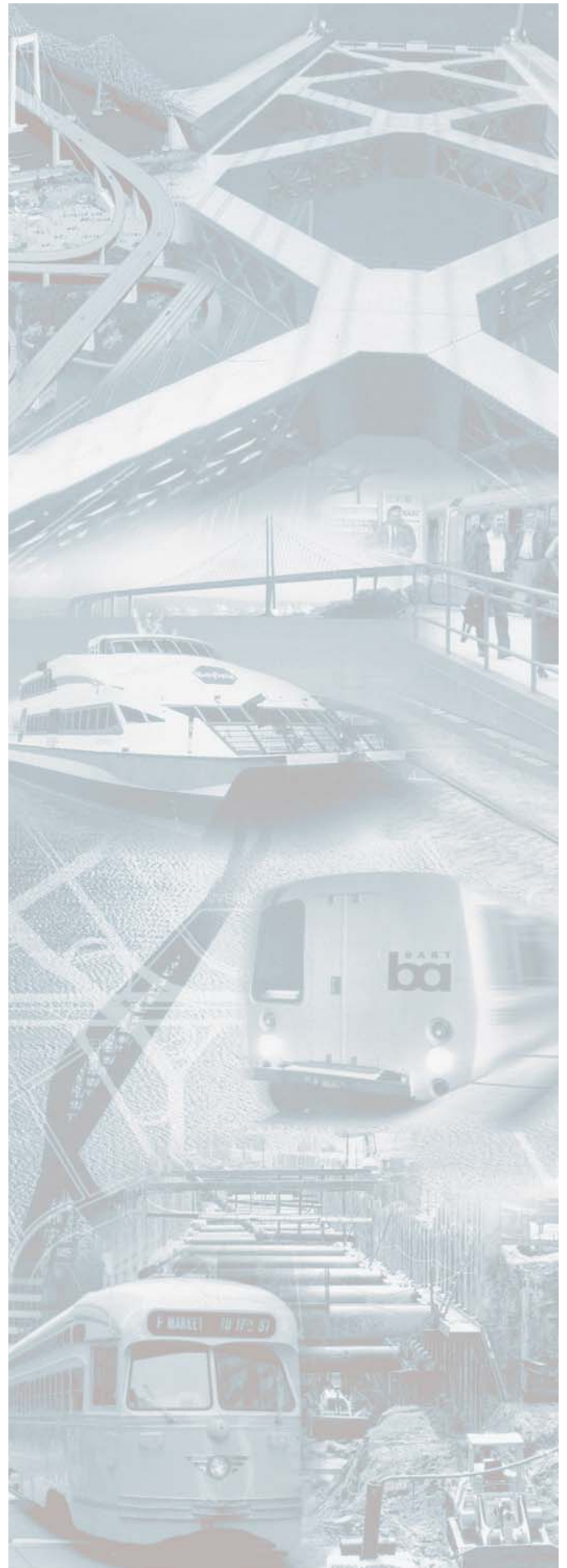
NOTES	ACTION
A. The contract is now being bid with A+B specification. The construction completion date will be revised after award of the contract and submittal of the contractor's schedule.	No action

APPENDICES

Appendix A: Project Budget Adjustments

Appendix B: Current Approved Contract Change Orders

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program.

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current Budgets for allocated capital outlay adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current Budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current Budget for the Benicia-Martinez bridge revised to reflect allocations by BATA.
03/2001	Current Budget for the Carquinez Bridge revised by BATA.
10/2001	Current Budget for the Benicia-Martinez Bridge revised by BATA.
12/2001	Current Budgets for the Benicia-Martinez and San Mateo-Hayward Bridges revised by BATA.

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**APPENDIX B - APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR MARCH 2002
BENICIA-MARTINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Main Span 04-006034	3.2	Additional Funds for Partnering	C	15.0	
	13	Testing of Tile-covered Concrete Slab	C	1.0	
	21	Signal Foundation Redesign	C	32.8	
	22	Federal Trainee Program	S	4.0	
Subtotal				52.8	
I-680/I-780 Interchange 04-006064		No approved contract change orders for March 2002.			
Subtotal					
Toll Plaza 04-006044		Contract awaiting approval by HQ.			
Subtotal					
South Approach 04-006094		Contract is complete.			
Totals for March 2002³				52.8	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)

□ S = Supplemental work

□ C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

APPENDIX B - APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR MARCH 2002
CARQUINEZ BRIDGE

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement 04-013014	22	Revised Drawing Layouts R1, R2, R2A	C	263.6	
	49-1	Cable Storage - Revised Payment Method	C	(17.9)	
	52	Toll Plaza Parking, Stage 3 Phase 1B	C	8.8	
	62	Drainage at North Anchorage	C	97.0	
	74	SCADA Field Changes	C	5.0	
Subtotal				356.6	
South Approach and Crockett Interchange 04-013054	10	Revised Median Structural Section	C	(110.7)	
	12	Retaining Wall R4 CP Changes	C	0.0	
	14-S1	More Buried Man-Made Objects	C	100.0	
	15	"A4W" Line-Bent 7 Structural Steel Conflicts	C	38.6	
	18	EBMUD Water Service on Existing Bridge	S	61.5	
	19	Redesign Drainage System 22	C	34.8	
	29	Pedestrian Access Along Pomona Street	C/S	15.6	
	34	Revised Final Pay for Sign Structure	C	2.7	
	35-S1	Revised Drainage System 23	C	46.1	
	35-S2	Accelerate Drainage System 23	C	12.0	
	36-S3	Fire Alarm System in C&H Yard	S	7.0	
	44	Roadway Changes near Retaining Wall	C	(11.6)	
	56	Structural Backfill at Retaining Wall	C	24.4	
	59	Repair D3 PCC Pavement	C	15.5	
	61	SWPPP Sampling & Analysis Plan	S	25.0	
	69	CISS Pipe Piles-Bent 5L-NDT	C	0.0	
	70	PTFE Bearings for Crockett Viaduct	C	0.8	
	75	Purchase "A4W" Line-Bent 7 Struct. Steel	C	76.0	
	80	RW1 Pile 15 Storm Pipe Damaged	C	100.0	
	81	MBGR Anchor Assembly	C	6.5	
	82	PCC Pavement Transverse Joint Sealer	C	10.5	
Subtotal				454.7	
Maintenance Facility 04-013084		No approved contract change orders for March 2002.			
Subtotal					
Totals for March 2002³				811.4	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)

□ S = Supplemental work

□ C = Construction contingency

□

³ Approved CCO cost total is within the approved current contract budget.

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APPENDIX B - APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR MARCH 2002
SAN MATEO-HAYWARD BRIDGE

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Widen Trestle 04-045014	24	Modify Bent 1080 (Skewed bent cap)	C	5.6	
	40	Prepare Sampling & Analysis Plan (SWPP)	S	5.0	
	41	Modify PC/PS Panels (Panel Mod #4)	C	50.0	
	42	Relocate 30/50 Pair Communication Cable	C	17.9	
Subtotal				78.6	
Mini-Toll Plaza 04-045024	5	Canopy Roof Drain	C	13.3	
	6	Extended Concrete Rail	C	5.2	
	8	Existing Underground Conduits - Duct Bank	C	10.0	
Subtotal				28.6	
Pedestrian Overcrossing 04-045044		No approved contract change orders for March 2002			
Subtotal					
Widen Roadway 04-045034		Contract is complete.			
Totals for March 2002³				107.2	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)

□ S = Supplemental work

□ C = Construction contingency

□

³ Approved CCO cost total is within the approved current contract budget.

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APPENDIX C - PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries
(\$ Millions)

	EA Number	Baseline Budget Jun-00	Current Budget Dec-01	Current Forecast Mar-02	Net Change	Expended ¹ to Date (7/98 - 01/02)	Note
Northern Bridge Group							
<i>Project 2003 - New Benicia-Martinez Bridge</i>							
South Approach							
Capital Outlay Support	00609x	3.5	4.0	4.0	0.0	3.5	
Capital Right of Way	006099	7.0	7.7	7.7	0.0	7.7	
Capital Outlay	006094	6.0	7.0	7.0	0.0	6.3	
□ Total South Approach		16.5	18.8	18.8	0.0	17.5	
New Bridge							
Capital Outlay Support	00603x	31.9	36.0	36.0	0.0	13.9	
Capital Right of Way	006039	4.1	2.5	2.5	0.0	0.7	
Capital Outlay	006034	247.3	306.7	306.7	0.0	7.9	
Non-BATA Funding		0.0	10.1	10.1	0.0		
□ Total New Bridge		283.3	355.3	355.3	0.0	22.6	
Toll Plaza & Administration Building							
Capital Outlay Support	00604x	6.2	10.3	10.3	0.0	4.7	
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	006044	22.8	29.7	21.2	-8.5	0.0	
□ Total Toll Plaza & Admin.		29.1	40.0	31.5	-8.5	4.7	
I-680/Marina Vista Interchange							
Capital Outlay Support	00605x	10.7	15.7	15.7	0.0	7.7	
Capital Right of Way	006059	7.4	2.5	2.5	0.0	0.8	
Capital Outlay	006054	43.2	51.3	51.3	0.0	0.0	
□ Total I-680/MV I/C		61.4	69.5	69.5	0.0	8.5	
I-680/I-780 Interchange							
Capital Outlay Support	00606x	18.7	25.7	25.7	0.0	11.2	
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.2	
Capital Outlay	006064	80.8	54.7	54.7	0.0	0.0	
Non-BATA Funding		0.0	20.9	20.9	0.0		
□ Total I-680/I-780 I/C		101.2	103.0	103.0	0.0	12.4	

¹□ Unaudited

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Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Dec-01	Current Forecast Mar-02	Net Change	Expended to Date (7/98 - 01/02)	Note
Project 2003 - New Benicia-Martinez Bridge (cont'd)							
Other Budgeted Capital							(a)
Capital Outlay Support		7.1	7.4	7.4	0.0	1.0	
Capital Right of Way		0.9	0.0	0.0	0.0	0.0	
Capital Outlay		28.1	30.0	30.0	0.0	1.7	
Total Other Budgeted Capital		36.1	37.4	37.4	0.0	2.7	
Total Capital Outlay Support		78.2	99.1	99.1	0.0	42.0	
Total Capital Right of Way		21.1	14.4	14.4	0.0	10.5	
Total Capital Outlay		428.2	479.5	471.0	-8.5	15.9	
Non-BATA Funding		0.0	31.0	31.0	0.0	0.0	
Project Contingency (BATA)		58.4	28.8	37.3	8.5		
Total New Benicia-Martinez Bridge		586.0	652.8	652.8	0.0	68.4	
Project 3002 - Carquinez Bridge Replacement							
Replacement Bridge & North Approach							(b)
Capital Outlay Support	01301x	17.7	47.7	47.7	0.0	33.0	
Capital Right of Way	013019	3.0	3.0	3.0	0.0	3.0	
Capital Outlay	013014	213.7	243.1	243.1	0.0	146.0	
Total Replacement Bridge & N. Approach		234.4	293.9	293.9	0.0	182.0	
South Approach & Interchange							(c)
Capital Outlay Support	01305x	22.7	32.4	32.4	0.0	16.3	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	4.5	
Capital Outlay	013054	116.0	73.9	73.9	0.0	20.3	
Total South Approach & I/C		143.7	111.3	111.3	0.0	41.2	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	4.8	4.8	0.0	3.5	
Capital Right of Way		1.6	1.6	1.6	0.0	1.4	
Capital Outlay		7.0	8.1	8.1	0.0	5.5	
Total Maint. Facility Ph I & II		9.3	14.6	14.6	0.0	10.4	
Demolition - 1927 Bridge							
Capital Outlay Support	01309x	2.0	4.1	4.1	0.0	0.2	
Capital Right of Way	013099	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	013094	16.0	16.0	16.0	0.0	0.0	
Total Demo - 1927 Bridge		18.0	20.1	20.1	0.0	0.2	

Notes

- (a) Includes EA 00601*, 00608*, 0060A*, 0060C*, 0060F*, 0060G*, 0060H*
- (b) Includes EA 00453*, 01301*, 01303*, 01304*
- (c) Includes EA 01302*, 01305*, 04700*
- (d) Includes EA 00607*, 01308*

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Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Dec-01	Current Forecast Mar-02	Net Change	Expended to Date (7/98 - 01/02)	Not
Project 3002 - Carquinez Bridge Replacement (cont'd)							
Other Budgeted Capital							(e)
Capital Outlay Support		0.6	7.7	7.7	0.0	1.1	
Capital Right of Way		0.0	1.5	1.5	0.0	0.0	
Capital Outlay		10.6	13.6	13.6	0.0	5.7	
Total Other Budgeted Capital		11.2	22.8	22.8	0.0	6.8	
Total Capital Outlay Support		43.7	96.8	96.8	0.0	54.1	
Total Capital Right of Way		9.6	11.1	11.1	0.0	8.9	
Total Capital Outlay		363.3	354.8	354.8	0.0	177.5	
Project (BATA) Contingency		16.5	17.1	17.1	0.0		
Total Carquinez Bridge		433.2	479.8	479.8	0.0	240.6	
Project 4003 - Richmond-San Rafael Bridge - West Trestle and Fender Rehabilitation							
Capital Outlay Support	0438Ux	5.4	0.7	0.7	0.0	0.7	
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	0.0	0.0	0.0	0.0	
Non-BATA Funding		0.0	34.6	34.6	0.0		
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
Total R-SR Bridge - W. Trestle & Fender Rehabilitation		45.4	35.4	35.4	0.0	0.7	
Project 4002 - Richmond-San Rafael Bridge - Deck Rehabilitation							
Capital Outlay Support	04152x	9.0	5.0	5.0	0.0	0.0	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	33.0	33.0	0.0	0.0	
Non-BATA Funding		0.0	4.0	4.0	0.0		
Project (BATA) Contingency		11.4	11.4	11.4	0.0		
Total R-SR Bridge - Deck Replace		53.4	53.4	53.4	0.0	0.0	
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	2.4	(g)
Total Richmond Parkway		5.9	5.9	5.9	0.0	2.4	
Total Northern Bridge Group		1123.9	1227.2	1227.2	0.0	312.2	

Notes

(e) Includes EA 01306*, 01307*, 0130A*, 0130C*, 0130D*, 0130F*, 0130G*, 0130H*, 0130J*, 0130X*

(f) Includes EA 04382*, 04383*, 0438U*

(g) Total reimbursements made to the City of Richmond for current allocation.

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Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Dec-01	Current Forecast Mar-02	Net Change	Expended to Date (7/98 - 01/02)	Note
Southern Bridge Group							
Project 6004 - San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	14.8	14.8	0.0	10.8	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	128.9	128.9	0.0	87.7	
Total Widen Trestle		132.7	143.7	143.7	0.0	98.5	
Widen Roadway							
Capital Outlay Support	04503x	4.3	6.0	6.0	0.0	7.0	
Capital Right of Way	045039	1.0	0.0	0.0	0.0	0.0	
Capital Outlay	045034	29.2	26.0	26.0	0.0	25.0	
Total Widen Roadway		34.5	32.0	32.0	0.0	32.1	
Construct Mini Toll Plaza							
Capital Outlay Support		1.7	3.8	3.8	0.0	1.3	
Capital Right of Way	04502x	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045029	4.4	6.3	6.3	0.0	1.3	
Total Mini Toll Plaza	045024	6.1	10.1	10.1	0.0	2.6	
Other Budgeted Capital							
Capital Outlay Support		1.6	7.0	7.0	0.0	2.2	(i)
Capital Right of Way		0.5	1.9	1.9	0.0	0.5	
Capital Outlay		8.9	8.9	8.9	0.0	0.0	
Total Other Budgeted Capital		11.0	17.8	17.8	0.0	2.7	
Total Capital Outlay Support		15.5	31.6	31.6	0.0	21.5	
Total Capital Right of Way		1.5	1.9	1.9	0.0	0.5	
Total Capital Outlay		167.3	170.0	170.0	0.0	114.0	
Project (BATA) Contingency		19.3	13.9	13.9	0.0		
Total San Mateo-Hayward Bridge Widening		203.6	217.5	217.5	0.0	136.0	
San Mateo-Hayward Bridge - West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
Total SM-H Bridge W. Approach Replacement Planting		0.4	0.4	0.4	0.0	0.0	

Notes:

(h) Includes EA 04501*

(i) Includes EA 00305*, 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

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Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Dec-01	Current Forecast Mar-02	Net Change	Expended to Date (7/98 - 01/02)	Not
I-880/SR-92 Interchange Improvement							(j)
Capital Outlay Support	23317x	20.8	20.8	20.8	0.0	6.5	
Capital Right of Way	233179	8.0	8.0	8.0	0.0	0.0	
Capital Outlay	233174	70.3	70.3	70.3	0.0	0.0	
Non-BATA Funding		0.0	10.0	10.0	0.0		
Project (BATA) Contingency		25.1	25.1	25.1	0.0		
Total I-880/SR-92 I/C Improve.		124.2	134.2	134.2	0.0	6.5	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(k)
Total US-101/University Ave.		3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR-84) Widening							(l)
Capital Outlay Support	00487x	4.4	4.7	4.7	0.0	3.9	
Capital Right of Way	004879	1.3	0.1	0.1	0.0	0.0	
Capital Outlay	004874	24.8	26.7	26.7	0.0	0.0	
Project (BATA) Contingency		3.3	2.4	2.4	0.0		
Total Bayfront Expressway (SR-84)		33.8	33.8	33.8	0.0	3.9	
Total Dumbarton Bridge W. Approach		37.6	37.6	37.6	0.0	7.6	
Total Southern Bridge Group		365.7	389.6	389.6	0.0	150.2	

Notes:

(j) Includes EA 01601* and 01602*

(k) Total reimbursements made to the City of East Palo Alto for current allocations

(l) Includes EA 01511* and 01512*

General Notes:

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, titl costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.